

INTIMATION

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BREWED GINGER BEER IN STONE BOTTLES.

THE GINGER BEER we supply is prepared in our well known factories from the freshest and best ingredients, and holds the unique position of being the only GINGER BEER in the Colony that is really BREWED.

Of the highest standard of excellence and purity, our GINGER BEER forms a most refreshing and health-giving beverage.

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A. S. WATSON & CO.

LIMITED,

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ERATED WATER
MANUFACTURERS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor and for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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P.O. Box, 33. Telephone No. 12.

BIRTH.

On the 24th July, at Blackheath, England, the wife of ARTHUR SUGDEN, I.M. Customs, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th August, 1902.

We can hardly regard as new the intelligence telegraphed from London on our issue of to-day, that the French authorities are considering the project to establish a naval base at Kwanchau-wan. This project is mentioned in the book which we reviewed yesterday, *The French in Tonkin and South China*, and the creation of a naval base on the spot was one of the schemes of the restless M. DUMER, who predicted just before he left Indo-China that Kwanchau-wan would become one of France's great naval establishments. Furthermore, a recently published report of the Director of Public Works for Indo-China announces that a naval base is to be set up there. Perhaps the news intended to be conveyed by the London telegram is that the authorities in Paris have at the present time under deliberation the speedy carrying into effect of such a plan. Fort Bayard, mentioned in the despatch, is the civil settlement of Kwanchau-wan at the mouth of the river and Nivet is a short distance off nearer the entrance of the bay. There can be no doubt that the site is well chosen. The Director of Public Works in the report referred to above points out—

we quote from Mr. CUNNINGHAM'S book—that the Bay of Kwanchau-wan seems naturally destined to be the point d'appui of the French fleet in the Far East, as there is ample accommodation in it for a large squadron, and for more than ten miles there is an average depth of twenty metres. In conjunction with Admiral PORTIER he went fully into the question and they recommended the government to undertake two docks, coal-wharves, an arsenal,

and fortifications, and dredging operations; the latter are very necessary, as there is a sand-bar to be got rid of. The estimate of the expenses of such a scheme exceeded twenty-eight millions of francs. The cost as given in our London correspondent's despatch is \$1,250,000, which is a little more. The idea is an ambitious one and if carried out thoroughly will give France an admirable base for her navy in South China, well situated and naturally strong, and is within a few hours of the prosperous coalfields of Hongay where a second-class naval station is to be established. It will also without doubt largely decide the question of the future prosperity of Kwanchau-wan, particularly if, in accordance with the advice of M. DUMER, it is maintained as an open port and not brought under the protective system which hinders the growth of Indo-Chinese trade. If the confidence of the natives can be restored, the situation of the French port gives it a great opportunity of capturing the transit trade at present starting from and coming to Pakhoi. With the addition of a railway (which is not altogether undreamt of by some ambitious French Colonials), a revolution might be effected in the trade of South China. We do not even hazard a guess whether such changes are probable. But their possibility is something which Hongkong cannot afford to lose sight of, in the comfortable confidence of her present prosperity. In the political aspect of the matter, too, Hongkong is vitally interested. Kwanchau-wan is but two hundred miles from Hongkong, and did it become under French rule a first-class naval base it is useless to shut our eyes to the fact that the strategic position of Hongkong would be materially affected. However friendly the Power, the close proximity of a great naval base and depot of that Power to one of our most important possessions, as this island undoubtedly is, can only be looked on as a menace, necessitating a strengthening of our resources in this part of the world. Kwanchau-wan, we are quite prepared to believe, was occupied and will be converted into a naval base, without any hostile intentions against Great Britain; but, nevertheless, the threat is there, latent though it may be.

Two more Chinese plague cases, both fatal, were reported up to noon yesterday. One body was found in George Lane.

The band of the 33rd Burma Infantry will play selections of music at the Queen's Hotel, Kowloon, to-morrow evening during dinner.

The *Franchise Echo* says that on the 14th inst. a tiger was caught in a pit-trap about half-way between Kuliang and Doong Liang. The tiger had been living on pigs and dogs in that neighbourhood during the winter. It was reported to be a female and to have two cubs, for which the natives are now seeking.

Some commotion was created in Queen's Road East yesterday afternoon by the spectacle of a drunken blue-jacket being treated to the "frog" march by a party of Garrison military police. The prisoner's language was as violent as were his struggles, and the half-dozen soldiers in charge of him had no light task on their hands.

Mr. Thomas Henderson Whitehead, the home papers state, has been appointed joint manager of the Chartered Bank of India, Australia and China, in conjunction with Mr. Caleb Lewis. We congratulate Mr. Whitehead on this merited distinction, which unfortunately, however, seems to dispose of any hopes of his return to Hongkong.

With reference to the case of stone-throwing in Winglok Street on Sunday night, it appears that the two Chinese, though in uniforms resembling those of the police, were not *lakongs* but private watchmen. It is satisfactory to find that the two men in question were not in the police force, but on the other hand the absence of a constable from Winglok Street and its immediate neighbourhood is not satisfactory if, as we have heard from various sources, the throwing of missiles is indulged in there.

The following appointments have been made at the Admiralty:—Lieutenants: Cyril Asser, to *Glory*, for *Fame*; Chas. P. Mansell, to *Tamar*, for *Whiting*; Geo. C. Hardy, to *Gothic*, for *Hart* (all in command on recommissioning, undated); Robert G. Hammond, to *Gothic*, for *Hart*, on recommissioning (undated). Sub-Lieutenants: Herbert E. Stokes, to *Glory*, for *Fame*; John A. S. Blackwood, to *Tamar*, for *Whiting*, both on recommissioning (undated); Inspector of Machinery W. Sharp, to the *Gothic*, additional, for service with the China Fleet (to date July 21).

Orders have been issued directing the 30-knot torpedo-boat destroyer *Fame* to be recommissioned on the China Station, and attached as tender to the battleship *Glory*, flagship of Sir Cyril A. G. Bridges, Commander-in-Chief. The *Fame* will be commissioned by Lieut.-Com. C. Asser. The 30-knot destroyer *Whiting* and the 27-knot destroyer *Hart* also ordered to be recommissioned on the China Station, the *Whiting* by Lieut. C. P. Mansell, as tender to the *Tamar*, receiving ship at Hongkong, and the *Hart* by Lieut. G. C. Hardy as tender to the battleship *Gothic*.

H.M. first-class cruiser *Amphitrite* is en route to Hongkong from Weihaiwei. The river gunboat *Teal* has left Shanghai for the Yangtze.

The Tsar has awarded the gold Russian war medal to 13 corporals of the German *Masines* who took part in the defence of the Peking Legations.

The revenue derived from Chinese immigration into Canada during the fiscal year is returned at \$364,972, as compared with \$373,704 in the previous year. This results from the doubling of the poll-tax, which is now \$100.

Baron von Czikann, the Austrian Minister in Peking, arrived in Vienna on the 19th ult., coming by the Siberian Railway. Baron von Czikann says travelling on the Siberian Railway is rather tiresome and very slow. During the greater part of the journey the accommodation was rather deficient.

It is reported that the re-establishment of free trade in Vladivostok is being considered by the Russian Ministry of Finance, as it is found impossible to guard the frontier of several thousand versts to prevent smuggling, and the only logical way out of this difficulty is the return to the old state of affairs, i.e., free trade.

There is no such thing as a novel of newspaper in Korea, says a London paper. No regular story-writer is known to have lived there for 1,000 years. Education consists in a knowledge of the immortal Chinese classics. So sacred are printed books to the Koreans that they cannot be tossed about or trodden upon without offending the gods.

At Birkenhead on the 22nd ult., five Chinese sailors were charged with having deserted from the *Ching Wo*, a vessel belonging to the China Mutual Company. They complained that they had been ill-treated by their superiors, and would be hanged if handed over. An officer from the ship denied the allegation. The sailors were ordered back to their ship.

In spite of the very damaging revelations of late, with regard to his conduct at Colono, General Buller's popularity in his own country continues. On his way to distribute prizes at Blundells School the other day, General and Lady Buller arrived in Tiverton and were accorded a popular ovation. The General's carriage was unhorsed, and drawn by the townsmen through the streets. Acknowledging this reception, General Buller said: "Believe me, when I have got the chance to tell the truth I will show that the reception you have given me is not unworthy of me."

The following from the latest mail papers refers to an affair of which we have already had the outlines.—The latest particulars concerning this scandalous behaviour of Life Guards officers at Windsor go to show that there is a desire on the part of those concerned in the "ragging" of Lieutenant Gregson to treat the whole affair as a practical joke, the outcome of a spirit of boisterous fun. Every effort is being made to have the matter hushed up. An inquiry has been ordered by Lieut.-Colonel Sir Audley Neeld, and the finding will decide whether Lieutenant Gregson's assailants will appear before a military tribunal to answer for their conduct.

The attention of the Foreign Office having been drawn to the fact that British postal packages to China pay duty to the Customs, while parcels arriving by German or French mails escape duty free, Lord Cranborne has informed Mr. Yerburgh, M.P., that import duty has been charged upon British postal packages to China, and that there is no doubt concerning the legality of the practice. "It is understood, however, that parcels from France and Germany have escaped such taxation and the Foreign Office will certainly insist upon equality of treatment. It appears that post offices are maintained in China by France and Germany, and also by Great Britain, Japan, and Russia. His Majesty's Government are anxious, however, whether the Chinese Government have sanctioned the French and German post offices."

At Tai-tan the governmental palace has been enlarged by additional buildings. The Government out there also is busy making good what the Chinese had spoiled in their time; they had hewn down all the trees in the settlement, without planting new ones in their place. It is hoped that as the settlement is forested again the climate out there will improve. The military force at Kiao-chow so far has consisted of five companies; the Naval Field Artillery of the three sea battalions and the Naval Artillery detachment. On Oct 1 the whole detachment will be altered into a Naval Artillery detachment. Up to now a captain-lieutenant was the commander of the detachment, but on Oct 1 an officer of the Staff will command the new formation, and Navy Captain Jacobsen has been named for that office, after having been busy in China since 1901.

To a correspondent who has had a conversation with him Viscount Watanabe stated that he regarded Japan's financial position as thoroughly sound. Comparing the ordinary expenditure with the income the balance was on the right side. He had no reason to believe that any depression in Japan's finances was to be looked for in the near future. On the contrary, he thought there was the strongest justification for thinking that the era of prosperity that had set in would continue. Asked how he regarded the alliance between England and Japan Viscount Watanabe replied, "I regret it in every respect." "It would mean for peace in the Far East, as nothing had ever been before. That identity of interest which had given birth to the alliance would continue, he hoped, for a long time. It was the duty of England and Japan to ensure peace as far as possible in the Far East."

H.M.S.S. *Wicoma*, *Moorehen*, and *Toku* are in dock at Kowloon, and the *Rinaldo* at the Cosmopolitan Dock.

Regarding the Java-China-Japan line of steamers, it is said that three private Netherlands dockyards are invited to deliver tenders each for one vessel—viz., at Amsterdam, Rotterdam and Flushing. One steamer must be constructed out of Holland. The steamer will have a length of about 300 English feet with engines of 1,500 indicated horse-power.

An adventurer, claiming high military rank and an important Chinese appointment, has victimised several Melbourne society people on the pretext of disposing of railway concessions. His wife and himself were received at the best houses. Dinners and balls were arranged in their honour. Finally, suspicions were aroused, and the couple disappeared. Society is much scandalised.

Miss Edyth Howard Gwyther, younger daughter of Mr. J. Howard Gwyther, Chairman of the Chartered Bank of India, Australia and China, was married on the 23rd ult., at Christ Church, Lancaster Gate, London, to Mr. J. E. Söderberg, eldest son of Edward Söderberg of Kristianstad, Sweden. The wedding presents were both numerous and costly, and were much admired by the large number of guests who were present.

Various promotions and appointments to the Order of Saint Michael and Saint George, intimation of which has already been made, were announced in the London *Gazette* of the 22nd. Amongst these were:—To be G.C.M.G.:—Sir Ernest Mason Satow, K.C.M.G., His Majesty's Minister at Peking. To be K.C.M.G.:—Commodore Francis Powell, R.N., for services in China. He is commodore in charge of naval establishments, Hongkong. He was decorated for services at Benin, and now enjoys the good service pension. Pelham Laird Warren, Esq., C.M.G., His Majesty's Consul-General at Shanghai, for services in China. Chapman James Clare, South Australian Naval Defence Force, for services in China. Commander Ernest Frederic Augustus Gaunt, R.N., for services in China.

We take the following from a home paper:—Under the auspices of the Hastings and St. Leonards United Conservative Association, a fête was yesterday held at the Grove, Hollington, Mr. A. P. M'Ewen kindly placing his grounds at the disposal of the party. The occasion was favoured by fine weather, and the arrangements had been admirably planned. Some thousands of visitors, many travelling by road on coaches and motor-cars, found abundant sources of amusement in the spacious and picturesque grounds. There were variety entertainments, comic cricket and football matches, races for old and young, and tugs-of-war. In a marquee erected on the lawn, Mr. M'Ewen entertained a numerous company at luncheon. Amongst those present were Lord Zouche, Mr. H. C. Richards, K.C., M.P., Mr. Edward Boyle, K.C., and Captain Colville, President, and Councillor Bradnam, Chairman of the United Association. After the loyal toasts, "The Host" was proposed by Dr. Deeping. Mr. M'Ewen, in reply, referred to the fact of his having recently come to St. Leonards, and said during his residence there he and his family would do all they possibly could to further the Conservative cause in the district.

In a leading article the *St. James's Gazette* draws attention to a statement which recently appeared in a service paper concerning the alleged shortage of coal on the China Station. Our contemporary asserts that, owing to this cause, the China Squadron was last year unable to carry out its fleet exercises, and that the *Terrible* had only been able to put in 18 days' sea-time during the 18 months she had been on the station. The official excuse will, of course, be exceptional pressure. But it was perfectly easy to foresee that the pressure would be exceptional. Steamers have needed coal for a good many years, and for a good many years also we have held the line of communications to the Far East. It must, therefore, have been quite evident to anyone who gave the matter a moment's thought, that however valuable the assistance of the Concorde of Europe (we will put it that way) might be in supplying armed force to deal with the disturbances in China, that assistance could only become available if we were prepared to find the means of war in the shape of coal. That, therefore, was the first thing for which our Admiralty had to make provision, and it does not appear to have done it. Worse still; even when the pressure had passed away, it appears to have allowed a whole year to elapse before making the deficiency good. The Admiralty will not be able, in this instance, to plead doubts and fears as to the possibility of the fuel supplied keeping its calorific properties, for it is not a question of the reserve of coal, but of the actual hand-to-mouth supply required to enable the squadron to go about its daily business. Had the Powers of Europe quarrelled over the spoil of China we should, if the facts have been correctly stated, have lost the one immense advantage which should have been ours; the power of obtaining an abundant supply of fuel from a naval base—Hongkong—lying on our possible enemy's line of communications. Fortunately no war broke out, but the consequences have none the less been serious. A squadron of four first-class battleships and many cruisers has passed a year without the opportunity for undergoing that training in steam tactics which turns a mere congregation of ships into a fleet.

H.M.S. *Orlando* was paid off into the B Division of the Portsmouth Fleet Reserve on the 25th ult. by Com. F. H. Colomb.

The *Siem Observer* gives an authoritative contradiction to a report that the Government of Siam is sending troops to Kelantan or some other part of the Malay Peninsula.

Miss S. L. Pownall Wright, late of Newham College and the Ladies' Training College, Cambridge, has been appointed Professor of English at the Women's College, Tokyo University.

We take the following from a copy of the *Globe* last month:—Nobody will be surprised, we imagine, to learn that yesterday was the coldest July day on record for the last ten years. Even in London the thermometer did not reach 60 deg., and the temperature in some parts of the country was much lower. Just a week ago we had 87 deg. in the shade, and something like 130 in the sunshine.

After a series of experiments with a view to render torpedo-boats invisible, the German Naval Department has resolved upon a coat of brownish-grey. Boats coated with this colour have yielded excellent results in all tests made. At 1,800 yards they were absolutely undistinguishable, and difficult to detect at shorter distances. The only drawback is that the paint has to be renewed rather frequently. All the torpedo-boats of the Kiel Division are to appear in khaki.

A case of flagrant insubordination occurred last month at Gales Camp, near Irvine, where several thousand Scottish Volunteers were undergoing their annual training. The bandmen of the 4th Lanark, on the ground that they were not allowed sufficient pay, refused to accompany their battalion to manoeuvres. The men were immediately put under arrest, and on the return of the battalion to camp were paraded before the commanding officer. In the course of a short speech the latter told them their conduct was disgraceful, and directed that they should be dismissed with ignominy from the regiment. The sentence was carried out immediately; the facings being torn off their tunics and the men drummed out of camp.

Nadar, the great photographer of Paris, recently told an interviewer about some of his royal sitters. The German Emperor seems to be one of the most difficult. He never allows the photographer to suggest or rearrange the pose. "I tried it twice," says Nadar, "protesting: 'Your Majesty, the light is not good thus; kindly look in the other direction.' But he replied curtly each time: 'I want you to take my portrait just so.' With that system he frequently gets twenty negatives made, all had in some respect, and he rejects them all. They have then to be broken in the presence of one of his officers, who signs a certificate of destruction. I had the luck of hitting off two pictures that pleased the Kaiser, and these he keeps. He sent me copies of them and quite a large fee—after nearly eight months. He is never in a hurry to pay, I am told. A peculiarity of his is that he has no picture showing him in a relaxed attitude, with a soft look in his eyes. He wants to be martial. He may have been chatting, laughing—and he can be a good comrade when he wants to—but the minute he gets in front of the camera he stares at it, right in the eye, as he would to cow an enemy in single combat."

A military contributor writes to M.A.P. saying that Mr. T. P. O'Connor in his recent paragraph about Sir Henry and Lady Blake omitted to mention that the latter is a great naturalist, passionately devoted to animals of all kinds, and generally surrounded by a perfect menagerie of them. Whilst in Jamaica Lady Blake, who by the way has written many interesting articles on West Indian insects, particularly on fireflies, possessed a tame tiger cat, which roamed about the grounds at will. "I do not know whether that tiger still lives, but he was once the hero of a very moving incident," adds the contributor, "during the days of my service in Jamaica. During a Government House ball a gay subaltern and a maiden fair wandered forth into the grounds, no doubt with a view to improving their astronomical knowledge. Presently they espied a rustic seat beneath a spreading tree, and sat down upon it, little reckoning that underneath was stretched the tiger-cat fast asleep. The tips of Mars were all but in conjunction with the lips of Venus when the tiger-cat awoke from dreams of his native fastnesses. Perhaps he, too, wished to study the heavens, and was annoyed at finding his view obscured; or possibly it was merely his playfulness, but anyway he stretched up a paw between the ears of the seat, and—shall we say?—clung to the subaltern. There was a manly howl, answered by a feminine shriek and a low, splitting snarl; the lady stood not upon the order of her going, but went swiftly towards the house. But it was some time before the subaltern could tear himself away from the enchanted spot, and when he did it was only to plunge into a neighbouring thicket, whence he issued fervent appeals to all and sundry to bring him a gun and an overcoat."

COLLEGE OF MEDICINE.

A meeting of the General Council and students of the Hongkong College of Medicine for Chinese will be held in the Legislative Council Chamber to-morrow at 12 noon when His Excellency Sir W. J. Goschen, K.C.M.G., will present the diploma of the College to the following students who have completed the curriculum of study and passed the professional examination:—Two Han Kuo (with distinction), Lan Lai, Lee Yie See, Ho Ko Tsun and Chan Kai Kwong.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

London, 25th August, 7.30 p.m.

THE FRENCH AT KWANCHAUWAN.

The French authorities are considering the project for establishing a naval base at Kwanchauwan, between Nivet and For Bayard, involving a cost of £1,250,000.

REUTERS'S SERVICE.

London, 25th August.

AMERICAN LAWN TENNIS.

The American doubles won by the Doherty brothers, reported on the 15th instant, was in Long Island (New York) Tennis Championship competition.

CAPE PARLIAMENT.

The Cape Assembly has passed the second reading of the Parliamentary and Financial Indemnity Bill. Mr. Han, Sir J. Gordon Sprigg, Premier, said that he believed martial law would be repealed a week hence.

JAPAN AND CANADA.

The *Times* Ottawa correspondent states that Count Komura, Japanese Minister of Foreign Affairs, has sent the Canadian Government a strong protest against the restricted legislation enacted in British Columbia, which the Federal authorities will undoubtedly disallow.

DROUGHT IN AUSTRALIA ENDED.

The protracted drought in New South Wales and Queensland has broken.

KILLED BY LIGHTNING.

The brothers Ferron, one a Hammermith clergyman and the other an Inspector of Factories, have been killed by lightning on the Wetherburn.

A BYE-ELECTION.

Mr. H. W. Foster (Conservative) has been re-elected for Berwickshire with 4,336 votes against Mr. Morice (Liberal) with 4,442 votes.

London, 24th August.

FRANCE AND ABYSSINIA.

His Highness Ras Makonnen of Abyssinia has terminated his visit to France, and has embarked at Marseilles for Aden.

DELATED NEWS.

Messrs. Bruce and Lewis (Lewins) two missionaries belonging to the China Inland Mission Society have been beaten to death by a mob in the Province of Hunan. The affair is causing considerable uneasiness, the remoteness of the district making it difficult to obtain information.

THE CIGAR-OPERATIVES' STRIKE IN MANILA.

The latest news to hand from Manila brought by the *Pera* reveals some startling developments in connection with the strike of the cigar-operatives. It appears that the men were willing and anxious to return to work but they were intimidated, and threatened by the instigator and originator of the strike. Incriminating evidence, in the shape of letters, having been found on persons of a certain class's emissaries (who are all under arrest), a warrant was issued, and he was arrested and lodged at the Police Station, police station. He is to be tried by Judge Hoxon at Passy and it is now confidently expected that the removal of this arch-agitator from the arena of contest will speedily bring the strike to an end.

ROBINSON CRUSOE'S ISLE.

The small island of Juan Fernandez, home of Robinson Crusoe, the friend and hero of our childhood, now occupies a certain industrial importance. This island, situated in the Southern Pacific, about 350 kilometres, or 300 English miles, from Valparaiso, is about 15 miles long and 8 miles wide, and has a very good natural harbour, where even vessels of large draught can anchor with safety. Under Chilean jurisdiction, a large cannery has recently been established for the packing of fish, lobsters, and crabs, which are said to be not only very abundant but also of excellent quality. The lobsters are reported to be of immense size and very fine flesh, and as the supply of these crustaceans is considered plentiful for many years to come, and the cost of some very low indeed, there is, in the opinion of our Belgian contemporary, every chance of success for the establishment of up-to-date canneries. As a further source of income is mentioned, the catch of a kind of seal which abounds in Juan Fernandez and some of the neighbouring islands, the skins of these animals meeting with a good market in Valparaiso at any time. There are numerous springs of excellent water in the island, and cost of living would be abnormally cheap, as fruits and vegetables can be grown almost without attention.

LATEST STEAMER MOVEMENTS.

The alk ex N.P. steamer *Alouette* arrived in New York on the 14th inst. The *Alouette* is a 3,000-ton steamer, built at Yokohama, and left on the 26th inst. The P. & O. steamer *Norfolk* left Singapore for this port on the 26th inst. at 11 a.m.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to THE MANAGER, and Advertisements and Subscriptions which are not ordered for a fixed period will be continued until the next issue.

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Telegraphic Address: P. M. S. Co., Ltd., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

A SPECIAL BAND PERFORMANCE AND A SPECIAL DINNER AT THE QUEEN'S HOTEL, Kowloon, TO-MORROW (THURSDAY), at 7.30 P.M.

THE Band of the 33rd Burma Infantry will play a selection of music during dinner at the 28th inst. at the above Hotel, Tables booked in advance.

H. RUTTONJEE, Proprietor.
Hongkong, 27th August, 1902. [2291]

TO BE LET.

NOS. 5, 18, 19, and 20, BELILIOS TERRACE.
Also
"THE EYRIE," FURNISHED.
For Particulars, apply to
TURNER & CO.
Hongkong, 27th August, 1902. [2261]

CHEESE! CHEESE! CHEESE!
JUST LANDED BY S.S. "PRINCESS IRENE."

EMMENTHAL, SWISS, LIMBURG, KROUTER, BRIE, ROQUEFORT, NEUCHÂTEL and CAMBERBERT.
Also
FINEST GERMAN SAUSAGES of Various Kinds, BEST ASSORTED GERMAN PICKLES, FIRST-CLASS ASSORTED FISH ("ABERDEEN")
H. RUTTONJEE,
Telephone No. 190,
No. 5, D'Almeida Street, Hongkong,
Nos. 38 & 40, Elgin Road, Kowloon.
Hongkong, 27th August, 1902. [2294]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship
"LOONGSANG,"
Captain G. S. Weigall, will be despatched on above on TUESDAY, the 2nd September, at 4.30 P.M.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th August, 1902. [2292]

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer

"DIOMED"
are hereby notified that the Cargo is being discharged on Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 2nd September will be subject to rent. All damaged Goods must be left in the Godowns where they will be examined at 11 A.M. on the 2nd September. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th August, 1902. [11]

S.S. "TAOS."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London, or as per Bill of Lading, from Bordeaux, or as per Bill of Lading, from Lyons, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 26th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after Tuesday, the 2nd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd September, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, 26th August, 1902. [3]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE COMPANY'S STEAMSHIP

"INDRANI"

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not so ordered by the 2nd prox., at 2 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within 14 days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless intimation is given to the contrary before 2 P.M., To-day, the 26th inst.

JARDINE, MATHESON & CO., Agents.
Hongkong, 26th August, 1902. [2293]

AUCTIONS

PUBLIC AUCTION.

THE Underigned have received instructions from A. REID, Esq., to Sell by Public Auction:

TO-DAY (WEDNESDAY), the 27th August, 1902, at 2.30 P.M., at No. 2, VICTORIA VIEW, Kowloon.

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising—
TEAK WOOD SIDEBOARD; DINNER WAGON; BOOKCASE, EXTENSION DINING TABLE, COUCH and CHAIRS in LEATHER and in FANCY UPHOLSTERY; CARPETS, MATS and MATTING; CURTAINS and CURTAIN POLES with BRASS RINGS; WARDROBES; WASHSTANDS, TOILET TABLES, BEDSTEADS, NAPEY and CUTLERY, PLANTS, &c. &c.

Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 25th August, 1902. [2275]

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction,

on FRIDAY, the 29th August, 1902, at 5.30 P.M. Sharp, on the POLO GROUND at CAUSEWAY BAY.

The full lot of PONIES, the property of Major WARREN, R.A.—

"BRUMBLE," Bay Water Gelding 14.1.1. Winner of the Nil Desperandum Stakes at the last Race Meeting.

"SHOOT," Cream Water Mare 14.1.1. Winner of the Morrison Hill Cup, "Off Day" Races, 1902.

"KANGAROO," Winner of Races; And One BROWN MARE 14.1.1, 6 years old, sound and only lately imported from Australia. Terms—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 25th August, 1902. [2267]

HONGKONG JOCKEY CLUB.

MEMBERS who are desirous of subscribing for China Ponies for forthcoming meeting and who have not already sent their names in, will please communicate with the undersigned.

A. S. ANTON, Acting Clerk of Course.
Hongkong, 25th August, 1902. [2280]

HONGKONG JOCKEY CLUB.

PROGRAMME FOR THE 1903 MEETING.

FIRST DAY.

1. Wong Nei Cheung Stakes, Five Furlongs, Hongkong-Walers.

2. Valley Stakes, 1 Mile, China Griffins.

3. Maiden Stakes, 1 Mile, Water Griffins.

4. Victoria Stakes, One Mile, China Ponies.

5. Foodcup Cup, 2-mile post once round and in, Open Walers.

6. Derby, One and a half Miles, Water Griffins.

7. Lusitano Cup, One Mile, China Griffins.

8. Club Cup, One and a half Miles, China Ponies.

9. Encouragement Stakes, One Mile, Water Griffins.

10. Chinese Club Cup, Once round, China Griffins.

SECOND DAY.

1. Flyaway Stakes, Seven Furlongs, Water Griffins.

2. Exchange Plate, 1 Mile, China Ponies.

3. Professional Cup, One and a half Miles, Open Walers.

4. German Cup, One Mile and a quarter, China Griffins.

5. Guisard Cup, One Mile, Water Griffins.

6. Jockey Cup, One Mile, China Griffins.

7. Great Southern Stakes, 2-mile post once round and in, China Ponies.

8. Navy Cup, One and a quarter Mile, Hongkong Walers.

9. Hongkong Stakes, One Mile and a half, China Griffins.

10. Tai Yank Fong Cup, Once round, China Ponies.

THIRD DAY.

1. Spring Stakes, 2-mile post once round and in, China Griffins.

2. Grand Stand Stakes, One Mile and a quarter, Water Griffins.

3. Challenge Cup, One Mile and three quarters, China Ponies.

4. Ladies' Purse, One Mile, Hongkong Walers.

5. Blake Challenge Cup, One Mile, China Griffins.

6. The Fares Cup, One Mile, China Ponies.

7. Phoenix Stakes, 1 Mile, Water Griffins.

8. Champions, One Mile and a quarter, China Ponies.

9. Water Champions, One Mile and a quarter, Open Walers.

10. Nil Desperandum Stakes, 1 Mile, China Griffins.

WEIGHT per inches as per Hongkong Jockey Club Standard. Subject to penalties for winners and allowances for Non-Winner.

"HONGKONG WALTERS" means all Walers imported into Hongkong in any year as "Subscription" or "Derby Griffins"; Walers not exceeding 15 hands 1 inch first raised in Shanghai as "Subscription Griffins," and all Walers imported into Hongkong before August 1st, 1902, not exceeding 15 hands 1 inch in height.

"CHINA GRIFFINS" means all China Ponies imported into Hongkong in 1902 as "Subscription Griffins."

"CHINA PONIES" means all China Ponies not exceeding 14 hands 2 inches in height.

By Order of the Stewards,
A. S. ANTON, Acting Clerk of Course.
Hongkong, 23rd August, 1902. [2270]

STEAMSHIP "TINGSANG" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all Claims for damage to Cargo, and for Cargo short received, must be submitted to the Adjuster M. F. S. FULCHER (of the China Traders' Insurance Co.), Hongkong, on or before the 15th September next, after which date no Claims will be recognised.

JARDINE, MATHESON & CO., General Managers.
Indo-China S. N. Co., Ltd.
Hongkong, 14th August, 1902. [2190]

PUBLIC COMPANIES

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, THIS DAY (WEDNESDAY), the 27th AUGUST, 1902, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,
C. MOONEY, Secretary.
Hongkong, 27th August, 1902. [2202]

NOTICE.

EDWARDS, PIRY & CO., LTD.

Hongkong, 21st August, 1902. [2255]

THE HONGKONG AND KOWLOON WHEAR AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND at the Rate of 4 per Cent. (Two Dollars per share) for the Six Months ending 30th June, 1902, will be paid to those Persons who are Registered as Shareholders in the above Company in the 30th August, 1902.

THE TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 30th instant, both days inclusive.

EDWARD OSBORNE, Secretary.
Hongkong, 21st August, 1902. [2256]

THE FUNJON MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the above named Company held on the 18th day of August, 1902, it was resolved that the following Ordinary Shares of the said Company, the distinguishing Numbers of which are hereunder written, be, and they were duly FORFEITED in Accordance with Article No. 28 of the Articles of Association of the said Company.

Notice of the liability to FORFEITURE of these SHARES appeared in the Hongkong Local Newspapers from the 8th day of July to the 25th day of July, 1902.

NUMBERS OF FORFEITED SHARES.

1397/1470 1398/1470 1399/1470 1400/1470 1401/1470 1402/1470 1403/1470 1404/1470 1405/1470 1406/1470 1407/1470 1408/1470 1409/1470 1410/1470 1411/1470 1412/1470 1413/1470 1414/1470 1415/1470 1416/1470 1417/1470 1418/1470 1419/1470 1420/1470 1421/1470 1422/1470 1423/1470 1424/1470 1425/1470 1426/1470 1427/1470 1428/1470 1429/1470 1430/1470 1431/1470 1432/1470 1433/1470 1434/1470 1435/1470 1436/1470 1437/1470 1438/1470 1439/1470 1440/1470 1441/1470 1442/1470 1443/1470 1444/1470 1445/1470 1446/1470 1447/1470 1448/1470 1449/1470 1450/1470 1451/1470 1452/1470 1453/1470 1454/1470 1455/1470 1456/1470 1457/1470 1458/1470 1459/1470 1460/1470 1461/1470 1462/1470 1463/1470 1464/1470 1465/1470 1466/1470 1467/1470 1468/1470 1469/1470 1470/1470 1471/1470 1472/1470 1473/1470 1474/1470 1475/1470 1476/1470 1477/1470 1478/1470 1479/1470 1480/1470 1481/1470 1482/1470 1483/1470 1484/1470 1485/1470 1486/1470 1487/1470 1488/1470 1489/1470 1490/1470 1491/1470 1492/1470 1493/1470 1494/1470 1495/1470 1496/1470 1497/1470 1498/1470 1499/1470 1500/1470 1501/1470 1502/1470 1503/1470 1504/1470 1505/1470 1506/1470 1507/1470 1508/1470 1509/1470 1510/1470 1511/1470 1512/1470 1513/1470 1514/1470 1515/1470 1516/1470 1517/1470 1518/1470 1519/1470 1520/1470 1521/1470 1522/1470 1523/1470 1524/1470 1525/1470 1526/1470 1527/1470 1528/1470 1529/1470 1530/1470 1531/1470 1532/1470 1533/1470 1534/1470 1535/1470 1536/1470 1537/1470 1538/1470 1539/1470 1540/1470 1541/1470 1542/1470 1543/1470 1544/1470 1545/1470 1546/1470 1547/1470 1548/1470 1549/1470 1550/1470 1551/1470 1552/1470 1553/1470 1554/1470 1555/1470 1556/1470 1557/1470 1558/1470 1559/1470 1560/1470 1561/1470 1562/1470 1563/1470 1564/1470 1565/1470 1566/1470 1567/1470 1568/1470 1569/1470 1570/1470 1571/1470 1572/1470 1573/1470 1574/1470 1575/1470 1576/1470 1577/1470 1578/1470 1579/1470 1580/1470 1581/1470 1582/1470 1583/1470 1584/1470 1585/1470 1586/1470 1587/1470 1588/1470 1589/1470 1590/1470 1591/1470 1592/1470 1593/1470 1594/1470 1595/1470 1596/1470 1597/1470 1598/1470 1599/1470 1600/1470 1601/1470 1602/1470 1603/1470 1604/1470 1605/1470 1606/1470 1607/1470 1608/1470 1609/1470 1610/1470 1611/1470 1612/1470 1613/1470 1614/1470 1615/1470 1616/1470 1617/1470 1618/1470 1619/1470 1620/1470 1621/1470 1622/1470 1623/1470 1624/1470 1625/1470 1626/1470 1627/1470 1628/1470 1629/1470 1630/1470 1631/1470 1632/1470 1633/1470 1634/1470 1635/1470 1636/1470 1637/1470 1638/1470 1639/1470 1640/1470 1641/1470 1642/1470 1643/1470 1644/1470 1645/1470 1646/1470 1647/1470 1648/1470 1649/1470 1650/1470 1651/1470 1652/1470 1653/1470 1654/1470 1655/1470 1656/1470 1657/1470 1658/1470 1659/1470 1660/1470 1661/1470 1662/1470 1663/1470 1664/1470 1665/1470 1666/1470 1667/1470 1668/1470 1669/1470 1670/1470 1671/1470 1672/1470 1673/1470 1674/1470 1675/1470 1676/1470 1677/1470 1678/1470 1679/1470 1680/1470 1681/1470 1682/1470 1683/1470 1684/1470 1685/1470 1686/1470 1687/1470 1688/1470 1689/1470 1690/1470 1691/1470 1692/1470 1693/1470 1694/1470 1695/1470 1696/1470 1697/1470 1698/1470 1699/1470 1700/1470 1701/1470 1702/1470 1703/1470 1704/1470 1705/1470 1706/1470 1707/1470 1708/1470 1709/1470 1710/1470 1711/1470 1712/1470 1713/1470 1714/1470 1715/1470 1716/1470 1717/1470 1718/1470 1719/1470 1720/1470 1721/1470 1722/1470 1723/1470 1724/1470 1725/1470 1726/1470 1727/1470 1728/1470 1729/1470 1730/1470 1731/1470 1732/1470 1733/1470 1734/1470 1735/1470 1736/1470 1737/1470 1738/1470 1739/1470 1740/1470 1741/1470 1742/1470 1743/1470 1744/1470 1745/1470 1746/1470 1747/1470 1748/1470 1749/1470 1750/1470 1751/1470 1752/1470 1753/1470 1754/1470 1755/1470 1756/1470 1757/1470 1758/1470 1759/1470 1760/1470 1761/1470 1762/1470 1763/1470 1764/1470 1765/1470 1766/1470 1767/1470 1768/1470 1769/1470 1770/1470 1771/1470 1772/1470 1773/1470 1774/1470 1775/1470 1776/1470 1777/1470 1778/1470 1779/1470 1780/1470 1781/1470 1782/1470 1783/1470 1784/1470 1785/1470 1786/1470 1787/1470 1788/1470 1789/1470 1790/1470 1791/1470 1792/1470 1793/1470 1794/1470 1795/1470 1796/1470 1797/1470 1798/1470 1799/1470 1800/1470 1801/1470 1802/1470 1803/1470 1804/1470 1805/1470 1806/1470 1807/1470 1808/1470 1809/1470 1810/1470 1811/1470 1812/1470 1813/1470 1814/1470 1815/1470 1816/1470 1817/1470 1818/1470 1819/1470 1820/1470 1821/1470 1822/1470 1823/1470 1824/1470 1825/1470 1826/1470 1827/1470 1828/1470 1829/1470 1830/1470 1831/1470 1832/1470 1833/1470 1834/1470 1835/1470 1836/1470 1837/1470 1838/1470 1839/1470 1840/1470 1841/1470 1842/1470 1843/1470 1844/1470 1845/1470 1846/1470 1847/1470 1848/1470 1849/1470 1850/1470 1851/1470 1852/1470 1853/1470 1854/1470 1855/1470 1856/1470 1857/1470 1858/1470 1859/1470 1860/1470 1861/1470 1862/1470 1863/1470 1864/1470 1865/1470 1866/1470 1867/1470 1868/1470 1869/1470 1870/1470 1871/1470 1872/1470 1873/1470 1874/1470 1875/1470 1876/1470 1877/1470 1878/1470 1879/1470 1880/1470 1881/1470 1882/1470 1883/1470 1884/1470 1885/1470 1886/1470 1887/1470 1888/1470 1889/1470 1890/1470 1891/1470 1892/1470 1893/1470 1894/1470 189

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island, and these vessels berthed at the Kowloon Wharf &c. together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Black Pier.

3. From Black Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	CHUBAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd September.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th September.
LONDON	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th September.
LONDON	JASON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th October.
LIVERPOOL DIRECT	PERSEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th September.
MARSEILLES & LOND. N.	BANCA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 5th September, at Noon.
GENOA, LONDON & ANTWERP VIA SUEZ CANAL	TONKIN	Brit. str.	—	Schmitt	GIBB, LIVINGSTON & CO.	On 8th September, at 1 P.M.
BREMEN, via PORTS OF CALL	BENVOELICH	Brit. str.	—	R. W. Thomson	McLURE & CO.	On or about 22nd inst.
HAMBURG & BREMEN & HAMBURG	KONIG ALBERT	Ger. str.	2 m.	C. Polack	HAMBURG-AMERIKA LINIE	On 4th September, at Noon.
HAMBURG & BREMEN & HAMBURG	C. FRED LAMIEZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	To-morrow.
HAMBURG & BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAMBURG & BREMEN & HAMBURG	BAMBERG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 24th September.
HAMBURG & BREMEN & HAMBURG	PREIBURG	Ger. str.	—	Pronch	HAMBURG-AMERIKA LINIE	On 8th October.
HAMBURG & BREMEN & HAMBURG	SILVIA	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 22nd October.
HAMBURG & BREMEN & HAMBURG	SAUNIA	Brit. str.	—	Jaeger	HAMBURG-AMERIKA LINIE	On 6th November.
THESSIE, &c., via SINGAPORE & SUEZ CANAL	NIPON	Brit. str.	—	Klausberger	SANDER, WIELER & CO.	On 17th September, P.M.
NEW YORK via PORTS & SUEZ CANAL	LENNOX	Brit. str.	2 m.	Selby	DODWELL & CO., LIMITED	About 27th inst.
NEW YORK via SUEZ CANAL	GLENROY	Brit. str.	—	—	McGREGOR BROS. & GOW	On 13th September.
NEW YORK via SUEZ CANAL	AFION	Brit. str.	—	—	SHAW, TOMES & CO.	On 20th September.
ANCON, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 30th September.
ANCON, via SHANGHAI, &c.	TANTAR	Brit. str.	—	E. Beetham, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	To-day, at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	HYADES	Brit. str.	4 m.	G. Wright	DODWELL & CO., LIMITED	On 12th September.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IYO MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 8th September, at 4 P.M.
PORTLAND OREGON	INDRAJIMA	Jap. str.	—	H. Fraser	PORTLAND & ASIATIC S.S. CO.	On 34th inst. at Noon.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	Dabelle	NIPPON YUSEN KAISHA	On 4th September, at 4 P.M.
AUSTRALIAN PORTS	CHANGHE	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 13th September, at Noon.
AUSTRALIAN PORTS	GLENSHIRE	Jap. str.	—	—	BUTTERFIELD & SWIRE	On or about 8th September.
YOKOHAMA, &c., via SHANGHAI, MOJI & KOBE	KAMAKURA MARU	Jap. str.	—	H. McGinty	NIPPON YUSEN KAISHA	On 29th inst. at Daylight.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 29th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	NANCHANG	Jap. str.	—	K. Sobajima	BUTTERFIELD & SWIRE	On 25th inst.
WEIHAIWEI & TIENTSIN	KEELUNG MARU	Jap. str.	—	A. L. Valentini	OSAKA SHOSHEN KAISHA	To-day, at 4 P.M.
CHINKIANG & SHANGHAI	DIMED	Brit. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	On or about 30th inst.
SHANGHAI	BENGAL	Brit. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	To-day.
NINGPO & SHANGHAI	CHIRIL	Brit. str.	2 m.	T. Saito	OSAKA SHOSHEN KAISHA	To-day.
AMOI, via SWATOW & AMOI	DAIJIN MARU	Jap. str.	1 m.	J. McGinty	SHAW, TOMES & CO.	On 29th inst. at 4 P.M.
FOOCHOW, via SWATOW & AMOI	ANING MARU	Jap. str.	1 m.	Tate	JARVIS, BUSHAN KAISHA	On 30th inst. at Noon.
ANING, via SWATOW & AMOI	SUMIKIANG	Jap. str.	1 m.	G. M. Wogall	JARVIS, BUSHAN KAISHA	On 2nd September, at 4.30 P.M.
MANILA	PERLA	Brit. str.	2 m.	G. Phillips, R.N.R.	P. & O. S. N. Co.	On or about 3rd September.
MANILA	ROSETTA MARU	Jap. str.	2 m.	—	—	—
MANILA	LOONGSANG	Brit. str.	—	—	—	—
SINGAPORE & BOMBAY	MAZAGON	Brit. str.	—	—	—	—

SHIPPING.

ARRIVALS.

Aug. 25, SUIKHO, German str. 782, J. Jensen, Claudio 10th August, General—Jensen & Co.
Aug. 26, DENMARK, Norwegian str. 1,497, Birge, Moji 18th August, Coal—BRADLEY & CO.
Aug. 26, DIOMED, British str. 3,005, R. C. Thompson, Liverpool 18th July, General—BUTTERFIELD & SWIRE.
Aug. 26, HAKOSAKO, British str. 2,343, R. W. Deane, Shanghai 21st August and Swatow 25th, General—JARDINE, MATHESON & CO.
Aug. 26, INDRABAMA, British str. 3,366, R. Carter, Portland (Or.) via Kobe and Moji 28th July, General—ALAN CARRON.
Aug. 26, INDIANT, British str. 3,227, H. I. B. N. Manila 24th August, General—JARDINE, MATHESON & CO.
Aug. 26, KAIFONG, British str. 1,021, Penny-father, Cebu 22nd August, General—BUTTERFIELD & SWIRE.
Aug. 26, KAMAKURA MARU, Jap. str. 6,123, H. Petersen, Singapore 21st August, General—NIPPON YUSEN KAISHA.
Aug. 26, KUMANO MARU, Japanese str. 3,147, E. W. Haswell, Melbourne via Manila 29th July, Gold and General—NIPPON YUSEN KAISHA.
Aug. 26, LAOS, French str. 2,331, Flandin, Marseilles 27th July and Saigon 23rd Aug. Mails and General—MESSAGERIES MARITIMES.
Aug. 26, LEXNA, British str. 2,361, F. Watson, Amoy 24th August, General—DODWELL & CO., LD.
Aug. 26, LEXNA, German str. 1,251, F. Watson, Amoy 24th August, General—DODWELL & CO., LD.
Aug. 26, PROTUS, Norwegian str. 1,420, Miller, Cebu 19th August, General—E. A. TRADING CO.
Aug. 26, RAJADURI, German str. 1,974, G. Wendig, Bangkok and Swatow 25th Aug. General—BUTTERFIELD & SWIRE.
Aug. 26, ROSETTA MARU, Jap. str. 2,492, N. Tate, Manila 24th August, General—M. B. KAISHA.
Aug. 26, 1st LEX, British str. 850, Robson, Swatow 25th August, General—DOUGLAS LAUREL & CO.
Aug. 26, CHIRIL, British str. from Canton.
Aug. 26, ELA, German str. from Canton.
Aug. 26, WINGSANG, British str. from Canton.

CLEARANCES.

At the Harbour Master's Office.
26th August.
Chunyang, British str. for Canton.
Hokk, Norwegian str. for Bangkok.
Hano, French str. for Hoihow.
Kronung, British str. for Lintaid.
Lewner, British str. for Singapore.
Sentic, Norwegian str. for Shanghai.
26th August.
BABELBERG, German str. for Singapore.
Brown, Norwegian str. for Saigon.
CROWTAL, German str. for Bangkok.
FRIBURG, German str. for Yokohama.
HACHING, British str. for Coast Ports.
ITALIAN, French str. for Peking.
HAMBURG, British str. for New York.
WELIN, British str. for Cheloo.
LAC, French str. for Shanghai.
LICHAKI, German str. for Hoihow.
ONANG, British str. for Yokohama.
PRONTO, German str. for Singapore.
RENYCA, British str. for Singapore.
HANS, British str. for Nagasaki.
BITOS, German str. for Swatow.
AFINO, British str. for Manila.

VESSELS IN DOCK.

26th August.
ANDRESEN DOCK—Eld, Protea.
KOWLOON DOCK—Santal, Rial, H.M.S. Terry, Theo, Siam, H.M.S. Tatu, H.M.S. Topham, H.M.S. Topham.
CANNON DOCK—Salme, Rickmers, H.M.S. S.M.E. Dinaldo.
SHIPPING REPORTS.
The British steamer Kaitang, from Manila 21st inst., had light to moderate easterly winds and smooth sea throughout.
The British steamer Kaitang, from Shanghai 21st inst., and Swatow 26th, had northerly winds and smooth sea throughout.

VESSELS ON THE BERTH.

OSAKA SHOSHEN KAISHA.

THE Company's Steamship.
"KEELUNG MARU" will inaugurate the New Service between HONGKONG and SHANGHAI via Ports.
She will be despatched for CHINKIANG and SHANGHAI TO-DAY, the 27th inst., at 4 P.M.
Through Bills of Lading issued for Cargo to Yanchow River ports, as well as for North China ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For further information apply to the Company's Branch Office at No. 2, Des Vaux Road Central.
T. ABIMA, Manager.
Hongkong, 27th August, 1902. [2224]
REGULAR STEAMSHIP SERVICE TO NEW YORK.
Via PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
1902.
"LENNOX" About 27th Aug.
"HEATHBURN" 6th Sept.
"AFRIDI" 20th Sept.
"HILLEN" 27th Sept.
"RICHMOND CASTLE" 11th Oct.
"LUTHIAN" To follow.
"LOWTHER CASTLE" To follow.
For Freight and further information, apply to DODWELL & CO., LD., Agents.
Hongkong, 25th August, 1902. [711]
"BEN" LINE OF STEAMERS.
FOR GENOA, LONDON AND ANTWERP VIA SUEZ CANAL.
THE Steamship.
"BENVOELICH" Captain R. W. Thomson, will be despatched as above on or about THURSDAY, the 28th inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 19th August, 1902. [2220]
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship.
"PERLA" Captain J. McGinty, will be despatched as above on FRIDAY, the 29th inst., at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 25th August, 1902. [2225]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA.
THE Company's well-known Steamship.
"ROSETTA MARU" 3,876 Tons.
Captain Taku, will be despatched for MANILA on SATURDAY, the 30th inst., at Noon.
Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to THE NITSUTSUSSAN KAISHA, Agents.
Prince's Buildings, 100 House Street, Hongkong, 22nd August, 1902. [16]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS. ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

STEAMERS	SAILING DATES
KONIG ALBERT	THURSDAY 4th September
PRINZESS IRENE	THURSDAY 18th September
PRINZ REGENT LUTPOLD	WEDNESDAY 1st October
HAMBURG	WEDNESDAY 15th October
SACHSEN	WEDNESDAY 29th October
GERA	WEDNESDAY 12th November
KIAUTSCHOU	WEDNESDAY 26th November
BAYERN	WEDNESDAY 10th December
KONIG ALBERT	WEDNESDAY 24th December
PRINZESS IRENE	2nd Jan. 1903
DARMSTADT	WEDNESDAY 9th Jan. 1903
PREUSSEN	WEDNESDAY 23rd Jan. 1903
HAMBURG	WEDNESDAY 6th Feb. 1903
HAMBURG	WEDNESDAY 18th Feb. 1903
HAMBURG	4th Mar. 1903

ON THURSDAY, the 4th day of September, 1902, at Noon, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Captain C. Polack, with MAILED, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.
Shipping Orders will be granted till NOON, TUESDAY, the 2nd September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 3rd September, and Parcel will be received at the Agency's Office until NOON on WEDNESDAY, the 3rd September.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 21st August, 1902. [5]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
R.M.S. "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.
R.M.S. "TANTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
R.M.S. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
R.M.S. "ATHENIAN" Comdr. H. Mowatt, R.N.R. WEDNESDAY, 8th Oct.
R.M.S. "EMPEROR OF CHINA" Comdr. B. Archibald, R.N.R. WEDNESDAY, 22nd Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same as recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TANTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation, equalled on the Pacific, also Stowage.
The "TANTAR" takes First Class and Stowage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. M. HEWITT, General Agent, P.O. Box 1,234, Hongkong.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, &c.	CHUBAN	Noon, 30th August	See Special Advertisement.
	C. L. Daniel	August	
SHANGHAI	BENGAL	About 30th August	Freight or Passage.
	A. L. Valentini	August	
SINGAPORE and BOMBAY	MAZAGON	About 3rd September	Freight only.
	G. Phillips, R.N.R.	September	
MARSEILLES and BANCA		Noon, 5th September	Freight only.
LONDON	E. P. Martin, R.N.R.	September	
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	GLENSHIRE	About 9th September	Freight only.

* Calling at Penang and Colombo if sufficient inducement offers.
For further Particulars, apply to E. A. HEWITT, Superintendent.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, OOSTENDE, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS	SAILING DATES
C. FRED LAMIEZ	HAVEE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 29th Aug. Freight.
KONIGSBERG	HAVEE and HAMBURG (Calling at Singapore and Penang)	On 10th Sep. Freight and Passengers.
BAMBERG	HAVEE and HAMBURG (Calling at Singapore and Colombo)	On 24th Sept. Freight.
PREIBURG	HAVEE and HAMBURG (Calling at Singapore and Penang)	On 8th Oct. Freight.
SILVIA	HAVEE and HAMBURG (Calling at Singapore and Colombo)	On 22nd Oct. Freight.
SAUNIA	HAVEE and HAMBURG (Calling at Singapore and Penang)	On 6th Nov. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDING, No. 1.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
HYADES	G. Wright	3,753	September 12th
GLENOGLE	G. E. Warner	3,750	September 20th
LYRA		4,200	October 4th
VICTORIA	J. Pantou	3,500	October 18th

Steamers marked * have no passenger accommodation.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 21st August, 1902.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATIONS	SAILING DATES
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 29th August, 1st Daylight.
H. Petersen		
KUMANO MARU	NAGASAKI, KOBE and YOKO	FRIDAY, 29th August, at Noon.
E. W. Haswell	HAMA	
KASUGA MARU	(SYDNEY and MELBOURNE via THURSDAY ISLAND TOWNS) VILLE and BRISBANE	SATURDAY, 30th August, at Noon.
H. Fraser		
IYO MARU	(VICTORIA, B.C. and SEATTLE) U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 3rd Sept. at 4 P.M.
S. J. G. Parsons		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and the Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.

OSAKA SHOSHEN KAISHA.

FOR	STEAMERS	SAILING DATES
CHINKIANG AND SHANGHAI	"KEELUNG MARU"	WEDNESDAY 27th August, at 4 P.M.
TAMSIU via SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 31st August, 7th
TAMSIU via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 7th September, 7th
FOOCHOW, via SWATOW and AMOI	"ANING MARU"	WEDNESDAY 27th August, at Noon
ANPING via SWATOW and AMOI	"MAIDZURU MARU"	WEDNESDAY 27th August, at Noon

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoons at the Customs' wharf-front premises at Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Tangier, River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's Local Office at No. 2, Des Vaux Road Central.
T. ABIMA, Manager.
Hongkong, 27th August, 1902. [17]

